

RUDDER FLUTTER

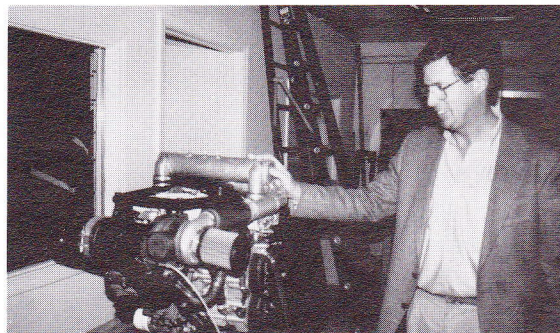
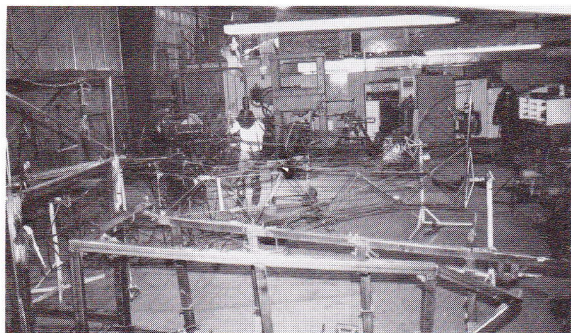


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William S. Cooper, Administrator

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HELP SAVE GENERAL AVIATION

All Idaho registered pilots are being called on to support legislation being considered by Congress, generally referred to as the Statute of Repose or General Aviation Revitalization Act of 1993.

This legislation has the potential to significantly affect all Idahoans because of the current manufacturing activities taking place at the SkyStar and Avid Aircraft plants in Nampa and Caldwell respectively. As a result of the success of these two innovative companies, the center of the universe for general aviation aircraft manufacturing now is found right here in our own backyard. Combined sales for these two firms is over 50 aircraft per month delivered.

The following information has been taken from a press release sent out from the General

MAX N. BERRY - 50 YRS OF FLYING-See Story on Page 4



Aviation Manufacturers Association (GAMA), and provides more details regarding the legislation. In essence, the bill states:

No civil action for damages arising out of a general aviation accident may be brought against the manufacturer of the aircraft or the manufacturer of any component part, if the accident occurred more than 15 years after the aircraft's delivery to its first purchaser.

In the case of component parts alleged to have caused damages, no civil action may be brought more than 15 years af-

ter the date of the replacement or addition.

If this legislation passes:

- The CEO of Cessna has publicly stated Cessna would announce plans for piston aircraft production immediately
- All U.S. manufacturers would regain world-wide leadership positions
- Thousands of well-paying jobs would be created over a five-year period at no cost whatsoever to the government
- U.S. exports would increase
- New training aircraft would enter the marketplace

We have every reason to expect our four Congressional delegates will support this legislation. We encourage you to write and let them know how you feel about this issue.

If you would like a sample letter to urge their support for H.R. 3087 in the House and S. 1458 in the Senate please contact the Idaho Division of Aeronautics and we will send you a copy.

ADMINISTRATOR'S COLUMN

The winter months are a time of reflection. Certainly there is still a lot of flying going on but there is also a lot of sitting in front of the fire and thinking about the year past and the year ahead. 1993 has come and gone and here it is 1994. While I'm not one to make a lot of New Year's resolutions I do invite each of you to resolve with me to make 1994 a safe year in Idaho Aviation. Remember, however, that the worst flying weather of the year is with us right now. Please plan accordingly.

Elsewhere in this issue of the *Rudder Flutter* please note the information on the "Bill of Repose" (Product Liability). This is probably one of the most important pieces of legislation for aviation that we will see in many years. Successful passage would go a long way towards modernization of the general aviation fleet. As you may well understand, the bill has strong opposition from the attorney associations because, if passed, it would cut deeply into their income. If we have, indeed, become a nation of special interest groups then I urge you to become part of the aviation "special interest" group and exercise your right to influence your congressional staff to vote for this bill.

Several people have asked me questions relating to the budget of the Division of Aeronautics. As we begin the new year I think it is a good time to review the financial structure of

this division with you so that you can better understand how your Idaho aviation tax dollars are spent.

The Division administers two separate budgets, a general aviation budget, and an aircraft operations budget. The general aviation budget is financed from fuel tax receipts, airmen registration, aircraft registration, certain work done for the Federal Aviation Administration, courtesy car receipts, and a few other small miscellaneous income areas. The aircraft operations budget is funded from the other state agencies through their use of the state airplanes. This operation receives no monies from general aviation income and therefore receives no direct tax revenue. Both of these programs are dedicated operations and they receive no revenue from the Idaho General Tax Fund.

REVENUE SOURCES

Fuel Tax - 5.5 cents per gallon on aviation gasoline and 4.5 cents per gallon on jet fuel. This totals about \$1,000,000 each year and is the primary source of revenue for our aviation general budget. The income is used to finance the airport matching grant program, the aviation safety and education programs, to maintain the state system of airports, and to pay the salaries of the Division of Aeronautics Administrator and staff.

Airmen Registration - As per Title 21, Idaho Code, most aviators who are Idaho residents are required to register with the State and to pay a registration

fee of \$12.00 each two years. This money, by law, can only be used for search and rescue purposes.

Aircraft Registration -

Every airworthy aircraft that is kept in Idaho and operates predominantly in this state must annually be registered with the state. The annual registration fee is one cent per pound of gross weight with a maximum of \$200.00. This money makes up part of the general aviation fund.

Miscellaneous Revenue -

The State Division of Aeronautics receives a small amount of miscellaneous income from state airport contributions, courtesy car contributions, airport inspections for the FAA and some special contributions for educational or other purposes.

EXPENSES

Airport Matching Grants -

Each year the Division of Aeronautics provides monies to state airports for development and construction. This money is used to match Federal and local government funds. In this way the State dollars are multiplied with the result that increased work can be accomplished on airports throughout the state. Over the past ten years these grants have enabled many millions of dollars to be made available for airport development and construction.

Continued on back page.



SKYSTAR EUROPE OPENS IN VAOUR, FRANCE

SkyStar Aircraft Corporation has announced the grand opening of SkyStar Europe, dedicated exclusively to direct customer support for Kitfox builders and owners throughout Europe. SkyStar Europe supports Kitfox customers in English, French, and Italian. German and Spanish are currently spoken at SkyStar's corporate headquarters in Nampa and SkyStar Europe will soon provide these and other languages.

SkyStar President Phil Reed commented, "1994 marks the 10th anniversary of the Kitfox, with over 2,000 kits shipped worldwide. We have been very encouraged by the efforts and enthusiasm of our European Kitfox owners, and felt it was important to provide them with the same level of support available to Kitfox enthusiasts in the United States and Canada. The creation of SkyStar Europe provides a new center for our continuing mission: 'To provide aviation enthusiasts around the world with the fulfillment of a dream of building and flying their own aircraft.'"

SkyStar Aircraft Corporation manufactures the Kitfox Speedster, XL, Vixen, and Model IV, the fastest selling kitplane in the world. Approximately 400 aircraft kits are sold annually. SkyStar Aircraft Corporation, 100 N. Kings Rd., Nampa, ID 83687. Phone (208) 466-1711. SkyStar Europe, La Verrerie Basse, 81140 Vaour, FRANCE. Phone (33) 63.56.31.81.

PRESERVING THE PAST FOR THE FUTURE

By Dick Miller

The Idaho Division of Aeronautics and the Aviators Historical Foundation, Inc. are joining together to preserve and archive the aviation history of Idaho and the surrounding areas. The Division of Aeronautics will provide archive storage space in their office building in Boise for the Foundation's collection of video tapes and will make the videos available to all interested persons, researchers, historians, authors, playwrights, curators and future generations of aviators.

Aviators Historical Foundation, Inc., a non-profit organization, was founded in 1990 by Carolyn Martell and Dick Miller for the purpose of collecting and preserving aviation history. The Foundation documents history through interviews with pioneer aviators on video tape and 35mm slides.

The foundation also has agreements to house copies of the collection at the Museum of Flight on Boeing Field in Seattle, at the Texas Womens University in Denton, Texas and the International Ninety-Nines headquarters in Oklahoma City.

For more information about the video oral history collection or about the activities of the Aviators Historical Foundation, please write us at 4601 Aviation Way, Caldwell, ID 83605 or call (208) 454-2016.

LAC UPDATE FROM "THE FRANK"

The Task Force formed to address the Limits of Acceptable Change (LAC) has had a busy and productive first year of existence as they set out to help put together a management plan for The Frank Church Wilderness Area (FCWA or The Frank). The following information from the LAC Task Force meeting on October 31, 1993, was provided by Bill Miller.

Four wilderness zones are used to reflect the relative degree of naturalness of the ecology, degradation and encounters. The most natural is called pristine, the next is primitive, the next semi-primitive, and the least natural is portal/special use. Airports in The Frank fall into the last wilderness zone.

Desired future conditions (DFCs) reflect the relative purity of a wilderness zone. As an example, in a pristine area one would expect the most stringent restrictions on noise caused by human intervention, whereas in the portal/special use zone, much more latitude would be given due to the kinds of functions to be performed.

Clearly, applying the portal designation to airstrips in the wilderness allows the freedom of use we expect to have for these facilities. By the same token, all aviation users must acknowledge the responsibilities that accompany the opportunities to operate in and out of these airfields.

CELEBRATIONS OF SAFE FLYING - MAX N. BERRY 50 YEARS PLUS

The story of how a youngster named Max Berry became interested in being a pilot is like watching the movie, "The Great Waldo Pepper". "I'd see those airplanes disappear over the horizon and I thought they'd landed just over the hill in a field. I ran plenty of miles trying to find them so I could get a ride."

In 1925, the nine year old fledgling from Aurora, Missouri finally caught one of those elusive birds and got his first ride. Nine years later, he embarked on a training process that would find him traveling from Missouri to Idaho and then to Illinois where he completed the requirements for his private pilot certificate.

Arriving in Boise in 1936, Max began taking flight instruction from Ray Crowder, who ran an operation for Webb Appel at the old airport site down by the river where Boise State University is located today. During his training at the old airstrip he flew in a variety of aircraft including Cubs and Taylorcraft, and began his Idaho connection which led to friendships with pilots such as A.A. Bennett, Al and Mary Tice, Penn Stohr, and others.

In 1942, he joined the Army Air Corps having been promised travel opportunities, base of choice, and flying aircraft from the factory to the base. Max

concedes that at least the travel opportunity came true. He was assigned to Chanute Army Air Field in Rantoul, Illinois and assigned work as a mechanic.

Fortunately, nearby in Champaign was a flying school where he was able to gain his private certificate in 1943. That achievement led to greater opportunities for Max to hone his flying skills. By making himself available he was often asked to fly people around the local area for scenic or orientation flights.

By 1946, he had all the military experience he could handle, and elected to rejoin civilian life back in Boise. By this time Max was the happy owner of a 1941 Cub Coupe which cost \$1,300. That was the first purchase of what would eventually lead to ownership of 23 airplanes in 50 years of flying activity.

Back in Idaho, Max went into business as owner of a service station to support his flying habits. As his skills increased, he became a frequent flier into backcountry airstrips all over the state. He was often called on to fly charters into the Middle Fork airstrips for outfitters or just for someone who wanted to get back into the hot fishing holes in the area.

He tells one story about taking Gene Autry and Annie Oakley on a trip back into the Flying B while they were in Idaho for the Nampa Snake River Stampede show. As the trip began, both passengers seemed very comfortable and impressed with the scenery. When they de-

scended into the Middle Fork drainage, Max detected a certain uneasiness in Autry's behavior. By the time he was overhead the ranch, Gene was visibly concerned about where they were going to land. When Max made the turn back upstream to final (which is temporarily out of view of the airstrip) he was queried as to where they were going to land. When he pointed to the pasture where a couple of horses were kept, the "Singing Cowboy" ordered him to get him the !!!! out of there. Max concluded that for Gene Autry, riding the range in the movies was a whole lot different than riding the airways of Idaho's backcountry.

Max Berry has a wealth of anecdotes about the people and places which will always be a part of Idaho's rich aviation heritage. His connection with people like Chet Moulton, Harold Dougal, and so many others is a legacy to all of us who want to preserve this precious history as a foundation for the future.

Although his flying activity is diminished, his interest in aviation and safety remains strong. His advice to anyone who straps an aircraft to their back is to "know what you can do and what your airplane can do, and don't exceed the limits of either one".

We congratulate Max Berry for being a pioneer aviator in our part of the world. He has been an important part of the evolutionary path Idaho aviation has followed.

Well done, Max Berry!

FLYING AND FISHING IN IDAHO

Recently, an out of state pilot asked how he could obtain a temporary fishing license in Idaho. He was concerned that on a trip to a backcountry airstrip for fishing, license shops were not always easy to get to from every portal FBO.

A quick phone call to the information office at the Idaho Fish and Game (IF&G) revealed that IF&G is developing the means to respond to 1-800 phone line calls which would allow visitors from out of state to call in for various licenses.

These calls are being handled by a contractor to the Idaho Fish and Game (IF&G), so you need to be aware of some constraints and charges that apply.

First, the operators taking your call will not have detailed information about IF&G regulations. For example, any specifics about catch and release waters or whether an area may be open to bow hunters would have to be answered by reference to the general season rule books or by contacting someone in the IF&G.

Second, since this is a contract service, there are additional charges for the convenience of handling your request by phone. The schedule of charges ranges from \$4.00 for an order of \$50 or less, \$5.00 for orders from \$50-\$100. Above \$100 the charge increases by \$3.00 for each \$100.

NEW IDAHO PILOTS AND RATINGS

Congratulations to the following people on their accomplishments:

<u>NAME</u>	<u>RATING</u>	<u>CFI/EXAMINER</u>
Elmer Skagg	Private	P.C. Gilkeson
Ed McGinty	Commercial	Jim Hayden
Linn Hower	ATP ME	Jim Jorgensen
Robert Wilson	Private	Linn Hower
Roger Porter	Commercial	Linn Hower
Brent Carlson	Private	Linn Hower
Allan Gliege	Commercial	Linn Hower
Ron Kauffman	Instrument	Greg Esplin
Jeff Pitts	ME	Jerry Waggoner
Jon Johnston	ME	Rick Harper
Dawn Ornellas	Instrument	Rick Harper
Mike Jefferies	ME/Instrument	Bruce Winn
Bill Marrs	Private	Steve Bower
Jonathan Gould	Private	Randy Wright
Susan Holland	Commercial	John Reed
Jeff Fulcher	Instrument	Bruce Winn
Susan Hunsperger	Private	Bill Hinkle
Audra Coffelt	Private	Dave Rodda
Chad Crocker	Commercial	Guerric Abeitic
Gary Strine	Private	Dave Rodda
Barbara Ady	CFII/MEI	Casey Curtis
Barbara Ady	SES	Kurt Becker
Barbara Ady	ATP ME	
John Borra	Commercial	Rick Harper
John Borra	ME	Rick Harper
Lee Rice	Instrument	Bill Hinkle
Eric Gillet	Instrument	Greg Herbert



These fees will ensure that your request is handled expeditiously and accurately. By using this service anyone wanting a three day fishing license in Idaho can get one delivered to their home for a twenty dollar bill (license cost of \$16.00 plus \$4.00 handling charge).

The number to call for non-resident Idaho licenses is 1-800-55HUNT5 (1-800-554-8685). This convenient service began December 15, 1993 and all types of licenses and tags are available.

INTRODUCING PHIL CUMMINGS

By Gene Soper, SAPB

The time once was when we would fly to a town, locate a field that looked good enough to land in, and try it. If successful, we would walk over it to plan our takeoff and try it.

Not so today. We have established airports and a published list of facilities and statistics. And they damn well better be expecting us!

Oh yes, we are a spoiled lot today.

Phillip A. Cummings gives us a reason to be.

Phil is the 38 year old Operations Manager of the Coeur d'Alene Airport and is very qualified. He grew up with heavy equipment in Minnesota and was graduated from North Hennepin Vo-Tech with a certificate in Diesel Mechanics. (His father was co-owner of Culligan soft water fame.)

Phil joined "Uncle Sugar's" U.S. Army Corp of Engineers in '73 and became a Diesel Power Generation Specialist on plants ranging from 5 KW to 2.5 MGW. Part of his 5-year hitch was spent with the U.S. Navy in the South Pacific as Generator Specialist. Ironically, some of his electrician buddies were from Rathdrum and Athol, Idaho.

Phil was in Alaska when he mustered out of the service. He stayed there and built a nice

business and reputation as a Diesel Outcall Service Technician for the Alaska Bush.

R.A. Hanson of Spokane grabbed him up as a heavy duty mechanic and operator, where he stayed for five years. One special assignment for RAHCO was to build an airport on Cypress Island in the San Juans of Washington.

Next, Phil went to work for the State of Alaska Department of Transportation. By now, he held a Diesel Mechanic Certificate from Caterpillar, Lima, and Cummins Diesel. He served as a consultant for Cummins Diesel when they established a sub-dealership in Bethel, Alaska.

Phil and his family lived in St. Marys, Alaska on the Yukon River from 1984 till 1991. Yes, Phil did find time to marry a girl from Spokane, Washington in 1985 and they now have four children, two boys and two girls.

Like everyone else in Alaska, Phil learned to fly, owned a 7AC "Champ" with a 90 HP and a "self commencer", and when with Cummins Diesel flew their Cherokee "6" and Cessna T206.

Phil liked the Inland Northwest and sent resumes to several airports in the area. COE needed a combination "Jack of All Trades" and out of 44 applicants, Phil was chosen in 1991 to fill that spot. Rusty Palmer, Operations Manager, was due to retire the next year, and Phil would move up with no great difficulty. He did. And with a total of five people and a yard full of antiquated equipment

earned the Colonel Bernt Balchen Award for the snow and ice kings of '92-'93 winter. You remember?! 141" of snow and COE was closed because of field conditions only one day!

But that is another story.

Over for now.

NATA SCHOLARSHIP OPPORTUNITIES

The National Air Transportation Foundation has announced the availability of scholarship grants under their Pioneers of Flight Scholarship Program.

There are two categories of scholarships available: one for college students in their sophomore or junior year, and the other (the John E. Godwin, Jr., Memorial Scholarship) for flight training which requires at least a Student Pilot Certificate.

Each of these scholarships have certain other qualifying criteria which we will make available to anyone requesting more information. The closing date for applications is February 1, 1994, so the time to react is short. Call or write to the Division of Aeronautics if you are interested in this program.

NEW FBO AT WEISER

A new FBO in Weiser expects to be up and going by the end of January. Mountain View Aviation, run by Brad Hart, will offer 24 hour service, avgas, light maintenance, and Part 61 flight training.

PILOT REFRESHER

April 16, 1994 - Great speakers!! Qualifies for 'Wings' and 'BFR' ground. For more information call Mary at 342-0514 or Becky at 454-3592; Sponsored by the Idaho 99's.

AVIATION CONFERENCE UPDATE

Remember to block out the weekend of May 21-22 this year for the Annual Idaho Aviation Conference in McCall, Idaho. We are hot on the trail to line up our speakers for Saturday's seminars, and Boyd Miller, the on-scene commander for activities and facilities in McCall is busy with the necessary arrangements at the Shore Lodge.

We have considered sacrificing someone of value to appease the weather gods this year, but no one stepped forward to volunteer. We did have a politician (non-aviator type) available, but the gods rejected him on the basis that they did not want to establish a precedence. We are hopeful that we will have some of Idaho's best flying weather that weekend, so the non-instrument aviators can wend their way to McCall in great numbers.

You can expect to see final details about the conference in our next *Rudder Flutter* issue. If you really want to get in early on the reservations list for this one, call or write Pam Staton at the Division of Aeronautics, (1-800-468-5865/IDOA-Special Events, P.O. Box 16626, Boise, ID 83715.

UPCOMING EVENTS 1994

FEBRUARY

23RD-26TH - 10th Annual Montana Aviation Conference in Billings, MT. For more information please contact the Montana Aeronautics Division - (406) 444-2506

MARCH

12TH - Gathering of Eagles Banquet. Templin's Resort Motel - Post Falls, ID. Tickets \$15.00 each. Everyone welcome! For reservations contact Pam at the Idaho Division of Aeronautics 1-800-468-5865 or (208) 334-8776.

APRIL

16TH - Pilot Refresher Course sponsored by the Idaho 99's. For time and location contact Mary at 342-0514 or Becky at 454-3592.

MAY

21ST-22ND - 3rd Annual Idaho Aviation Conference. Shore Lodge - McCall, ID. Further information in next *Rudder Flutter* or call 1-800-468-5865.

26TH-29TH - Challis Mountain Flying Seminar. Bob's Aircraft - (208) 879-2364. These seminars always fill up fast so call now!

JUNE

16TH-19TH - Challis Mountain Flying Seminar. Bob's Aircraft - (208) 879-2364.

JULY

8TH-10TH - Helena Family Fly-in. Helena, MT. Montana Aeronautics Division - (406) 444-2506

To be announced - First Annual University of Idaho ACE Academy (for students ages 14-17) - Contact John or Pam at 1-800-468-5865 or (208) 334-8776.

17TH-22ND - Third Annual Aviation Career Education (ACE) Academy (for students ages 14-17). To be held at Boise State University, Boise, ID. Brochures available in February. Call John or Pam at 1-800-468-5865 or (208) 334-8776.

28TH-AUGUST 3RD - EAA Oshkosh '94. Whittman Regional Airport, Oshkosh, WI. For information write EAA, P.O. Box 3086, Oshkosh, WI 54903-3086 or phone (414) 426-4800.

IDAHO TRANSPORTATION DEPARTMENT:

Governor *CECIL D. ANDRUS*
Director *DWIGHT BOWER*
Aeronautics Administrator
WILLIAM S. COOPER

Aeronautics Advisory Board:

Chairman *H.P. HILL*
Member *HARRY MERRICK*
Member *WILLIAM PARISH*

Division of Aeronautics
3483 Rickenbacker Street
P.O. Box 7129
Boise, ID 83707-1129
(208) 334-8775

COMMAND DECISION

By R.D. "Bob" Patrick

"Quality or state of being proficient, implies competency above the average", is how Webster defines proficiency. If we apply the word to aviation, and specifically to pilots, we need to add a time element. Proficiency should imply not only a satisfactory level of skill, but a skill level that was attained fairly recently so that the recall has a high percent of skill and knowledge available. Experience is not part of the time element of proficiency, this was so aptly demonstrated to me one nice summer day in the Seattle area.

Bob Cruson, a captain whom I was working with that month, and I were both members of the Enumclaw Flying Club. We were out flying around the Puyallup River Valley in the club C-182 taking turns landing at different airports. It was my turn behind the wheel, and we were very near a private grass strip, home to a Piper Super Cub with whose owner I was acquainted. I entered into a downwind and extended flaps 40 and stated, "I'll try that grass strip on the left," he just nodded. Turning base and then final I trimmed full nose up and stabilized the speed at 55 mph, at about 200' Captain Bob looked over from the right seat and said in his best command authority voice, "Have you landed our 182 here before?" Replying from the left seat that I had and that it would fit just fine on the 800' grass strip I continued the approach over the fence, which

was five strands of barbed wire, and touched down. His concern was based on looking out the window of a DC 6 for the last several years at 6,000' runways and my confidence came from less than a year out of Alaska landing on 600' gravel bars.

Several years later I was back to Alaska with Dick Woodin, also a captain based in Seattle, on a moose hunting trip in the Fairbanks area. We were staying at Dean and Cy Fouts near Fairbanks International Airport on the Chena River. They had a beautiful place on the west bank of the Chena River with a grass strip for wheel planes, or you could land in the river if you were on floats. Dean, Dick, and I were working on a Super Cub which had been bent a little and needed a windshield to finish the job. Dean called the Piper Dealer at Phillips Field and they said they had one in stock, Dean then suggested I take the PA-12 and fly over and get the windshield. It sounded like a great idea to me as I had not flown a PA-12 or a Super Cub on wheels since moving out of Alaska several years before. My light plane flying for the last several years had all been in seaplanes around Puget Sound and in Canada.

I fired up the PA-12 Super Cruiser and flew to Phillips Field. They had the windshield, I paid for it and put it in the back of the PA-12 for the short flight back to Fouts' airstrip. While taxing and during the runup it was slowly going thru my mind I hadn't landed an airplane on a short runway for several years. Upon departure and leaving the

pattern I decided I just was not proficient enough to land on that 800' strip which had a dogleg about 2/3 of the way down it's length. Flying a couple of miles east of the pattern I throttled back and practiced some slow flight until the feel for the PA-12 started returning. I then entered the pattern at Phillips Field and practiced three short field landings, and by that time my confidence in a feel for the airplane was much better. Returning to Fouts' airstrip I set the approach up at 50 mph and even as I crossed the river and slowed to 45 mph I couldn't believe how short that 800' dogleg looked. However, after the touch down and rollout, I still had to taxi for a ways to the parking area.

The fellows were waiting for the windshield, and asked what took so long. I mumbled something about the salesman had taken a while to find it in the stockroom, or something to that effect.

These two situations opened my eyes to the fact that if you haven't done it recently you are not proficient. No matter how many times you did it before, no matter how many thousand hours you have, no matter that you may fly the biggest airplane made. The lack of proficiency could kill you or at the very least ruin your whole day.

**FAA AVIATION
SAFETY HOTLINE -
1-800-255-1111**

Contact the FAA to report unsafe practices or conditions that affect aviation safety.



IDAHO AVIATION HALL OF FAME

P.O. Box 6378 • Boise, Idaho 83707-6378 •

The IDAHO AVIATION HALL OF FAME was organized in 1991 by aviation enthusiasts such as yourself to educate the public on the history of aviation in Idaho and the contribution that Idaho aviators have had on aviation in Idaho and worldwide.

The first goal was to establish a Hall of Fame and induct pioneers annually thus recognizing their outstanding contributions to all aspects of aviation. To date, six pioneers have been inducted and nominations are being solicited for future inductees. Elegant boards with photographs and histories adorn seven of Idaho's larger terminal buildings.

The next goal is the construction of an IDAHO AVIATION MUSEUM. This goal is readily attainable. Five acres on Orchard Avenue, just west of Aeronca Street, has been promised by the Boise Airport Commission to the Idaho Aviation Hall of Fame for siting of the museum. We visualize a large museum with many aircraft on display, artifacts and memorabilia, and large meeting facilities with state of the art audio/visual equipment to serve the aviation community.

To get a project of this size "off the ground" we need YOU to join the organization and take part in the endeavor. In addition to membership we welcome volunteers to our various committees and will gladly accept suggestions for sources of Idaho memorabilia, Hall of Fame nominees, funding and, of course, airplanes.

Membership is not limited to pilots but is open to anyone interested in preserving Idaho's flying history.

Application for membership is attached. Please feel free to fill one out and enclose a (tax deductible) check. Additional applications or information can be obtained by calling Barbara Ady, at 334-1654 or 452-5050. pwa

APPLICATION FOR MEMBERSHIP IDAHO AVIATION HALL OF FAME, INC

NAME _____			
(Please Print)			
BUS. ADDRESS _____		TITLE _____	
(If Applicable)			
HOME ADDRESS _____			
BUS. PHONE NUMBER _____		CITY _____	STATE _____
		HOME PHONE NUMBER _____	ZIP _____
MEMBERSHIP REQUESTED:			
GENERAL (\$30 ANNUALLY) _____		ORGANIZATION (\$150 ANNUALLY) _____	LIFE (\$300) _____
MAKE CHECKS PAYABLE TO: IDAHO AVIATION HALL OF FAME, INC.			
P.O. BOX 6378, BOISE, ID 83707-6378			



IDAHO AVIATION HALL OF FAME, INC. HISTORY

1. OFFICIALLY INCORPORATED IN STATE OF IDAHO 16 AUGUST 1991.
2. OFFICERS AND BOARD OF TRUSTEES ELECTED NOVEMBER 1991.
3. PROPOSAL MADE TO IDAHO STATE HISTORICAL SOCIETY BOARD OF TRUSTEES SEEKING PROFESSIONAL MUSEUM SERVICES FOR IDAHO AVIATION HALL OF FAME COLLECTION.
4. FOUR IDAHO AVIATION PIONEERS INDUCED INTO IDAHO AVIATION HALL OF FAME; INDUCTION CEREMONY HELD IN BOISE 6 APRIL 1992. CEREMONY WAS HIGHLIGHTED BY VISIT FROM EVERGREEN AVIATION'S FORD TRIMOTOR AIRCRAFT.
5. INTERNAL REVENUE GRANTS IDAHO AVIATION HALL OF FAME, INC SECTION 501(C)(3) TAX-EXEMPT STATUS.
6. SPONSORED PUBLIC INFORMATION BOOTH AT BOISE RIVER FESTIVAL AIR FAIR JUNE, 1992.
7. SPONSORED IDAHO'S FIRST ANNUAL AVIATION CAREER EDUCATION "ACE" ACADEMY IN BOISE 3-7 AUGUST, 1992.
8. SPONSORED WEEK-LONG DISPLAY VISIT OF CONFEDERATE AIR FORCE'S B-29 AND B-24 BOMBERS 31 AUGUST-6 SEPTEMBER 1992.
9. IDAHO AVIATION HALL OF FAME INDUCTEE DISPLAY BOARDS PRESENTED AND INSTALLED IN IDAHO AIR CARRIER AIRPORTS: COEUR D' ALENE, MOSCOW-PULMAN, LEWISTON, BOISE, TWIN FALLS, HAILEY, POCATELLO, AND IDAHO FALLS. COMPLETED OCTOBER-DECEMBER 1992.
10. BOISE MUNICIPAL AIRPORT COMMISSION DESIGNATED A SITE ON AIRPORT PROPERTY FOR FUTURE AVIATION MUSEUM - 1993.
11. FORMED IAHOF ADVISORY BOARD OF 6 PROMINENT AVIATION PEOPLE - 1993.
12. ESTABLISHED OFFICE ADDRESS, TELEPHONE AND FAX NUMBERS - 1993.

COMMITTEE GOALS:

MEMBERSHIP AND PUBLICITY COMMITTEE. GOAL---100% membership increase.

1. Develop mailing list of present and prospective members and begin monthly mailings of membership information.
2. Revise and up date IAHF brochure and develop additional mailing pieces such as newsletter, flyers, etc.
3. Hold at least 4 events such as ACE Academy and Model aircraft contest.
4. Generate media coverage of all events by personal contact and press releases.
5. Set up and staff an IAHF booth at at least 4 events such as the Western Idaho Fair, Air shows, etc.
6. Install membership brochure holders on each Hall of Fame Hall and supply each airport and museum in the state with an ongoing supply of literature.
7. Finalize development of the membership certificates for each category of membership.
8. Maintain close relationships with other aviation related organizations.

HALL OF FAME COMMITTEE. GOAL ---TWO (2) NEW INDUCTEES

1. Maintain list of nominees and potential nominees.
2. With PR Committee increase statewide awareness of Hall of Fame walls in each airport.
3. Act on slate of nominees and make recommendations to the Board.
4. Insure that each Hall of Fame wall is properly maintained.
5. Prepare regular news letter articles and media information regarding Hall of Fame activities.

FINANCE COMMITTEE. GOAL---RAISE \$5000.00 OVER EXPENSES

1. Research funding sources such as Grants, Corporate donations, Special events, etc. Develop appropriate lists.
2. Write grants and funding requests as appropriate.
3. Handle funds at fund raising events.
4. With MS/PR committee plan and hold fund raising activities.
5. Meet with 5 corporate contributions managers and explain the purpose of IAHF.
6. Meet with 5 corporate CEOs/CFOs for the same purpose as in#5.

MUSEUM COMMITTEE. GOAL---LOCATE SITE FOR IAHF MUSEUM

1. Research and identify 5 potential museum sites. Including site specifications, cost of acquisition & operation. Rank order for preference.
2. Complete agreement with Idaho Historical Society.
3. Identify and acquire relevant aircraft and artifacts from governmental and private sources such as USAF bone yard, Gene Frank, Marilyn (Loening)Sword, etc.
4. With MS/PR committee hold events at museums in Boise and elsewhere.
5. Locate temporary holding site until museum is established.
6. Conduce at least 10 oral histories of Idaho aviation pioneers. video tape if possible.

DIRECTORY CHANGES

ARCO

GUY & YVONNE FALLETT
P. O. BOX 176, ARCO, ID 83213

527-3261

BEAR LAKE

O. B. & MARY TOOMER
BOX 163, MONTPELIER, ID 83254

847-1374

GARDEN VALLEY

AIRPORT CLOSED UNTIL LATE SPRING DUE TO
RESEEDING PROJECT.

MOOSE CREEK

LONG RUNWAY (01/19) IS CLOSED BECAUSE OF SOFT
CONDITIONS. WILL BE REOPENED IN LATE SPRING OR
EARLY SUMMER.

PAYETTE

RUNWAY LIGHTS AND BEACON ARE NO LONGER IN
OPERATION.